

of her right, in every respect, to decide upon the qualifications of those by whom the right of suffrage, or other rights within her borders, should be exercised, and, above all, should we oppose anything calculated to place this important incident of State sovereignty at the mercy of Federal action controlled by a Free Soil majority; and such would be the effect of Mr. Haughton's amendment. I would make a constitutional provision of North Carolina for determining the qualification of citizenship upon her own soil, to shift ground with every change in the naturalization Laws, which a mere majority in Congress might choose to make. If the constitution of North Carolina should incorporate, with its other

Among the visitors to our place this week, we had the pleasure of meeting Mr. Gorman, the spirited and indefatigable Editor of the "Spirit of the Age." He is also Dr. Wm. M. Johnson assistant Editor of the same paper. Mr. Gorman labors with energy and effect in a good cause, and although we cannot approve of all the lengths to which he seems inclined to go, we nevertheless wish him success in this main object which he has in view, namely, the advancement of Temperance.

U. S. MEDIATION IN EUROPE.—It is said that the House Committee on Foreign Relations have agreed unanimously to report in favor of Mr. Clingman's proposed mediation of the United States in the pending European war. —[*Philadelphia North American*.

**Later from Mexico.**

NEW ORLEANS, Dec. 25.—The Steam Ship Orizaba has arrived at this port from Vera Cruz with advice from the City of Mexico to the 19th inst.

The government, it is said, had gained two victories. Alvarez was within 18 leagues of the City of Mexico.

Santa Anna had been elected President almost unanimously.

The steamer Nautilus, supposed to have been lost had arrived at Tampico.

The Mexican war steamer Iturbide had arrived at Vera Cruz.

The signals made for the night trains being made up by lights, would scarcely fail to be observed, and what is important, would be seen at a greater distance than any other signal in daylight. The engineer has to attract his attention than in the daytime. While after all, a rock or tree falling across the track in broad daylight, or an intended obstruction, is nearly as much a "hidden danger" if encountered in the night. There are many places in nearly all roads where the range of view is less than the reflection of the "head-light" at night. So after all, it would appear that one can take a night rest in a Railroad car with comparative safety.

of earth thrown up opposite the enemy's work zigzagged, and so as not to be exposed to the direct fire of the enemy, thus protecting the advance of the besiegers. The first work is usually to dig a ditch, with the earth from which we make our parallel; and if the earth is not of the proper sort, we use gabions (baskets of earth) to a depth of twenty feet, and ten feet high, thus making the earthwork strong; and the soldier then runs up a banquette to the top of the earthwork to fire at the enemy, and then runs down again, and is protected. The enemy's fire on such earthworks is strengthened them.

**CLEARED.**

Dec. 29.—Schr. M. E. Wells, Terry, for New York, by T. C. Worth, with naval stores.

Dec. 30.—Schr. Albert Adams, Eldridge, for Boston, by Adams, Bro. & Co. with naval stores.

Dec. 30.—Schr. John A. Smith, for Porto Rico, by Woodell & Eilers, with 11 barrels spirits turpentine, 55 do. tar, 22 Spanish 91,000 feet lumber, 238,000 shingles.

Dec. 30.—Schr. Fanny Lutterloh, Steiman, for Fayetteville, by P. Elliot.

Dec. 30.—Schr. Anna Alva, Timmons, for New York, by George Timmons, with naval stores, &c.

Dec. 30.—Schr. Jonas Smith, Funn, for New York, by T. C. Worth; with naval stores, &c.

Jan. 1.—Steamer Geo. Graham, Evans, for Fayetteville, by C. & B. G. Co.

Steamer Flora McDonald, Hurt, for Fayetteville, by T. C.